

SUPPLEMENT

No. 2  
OCT. 1970

SUBJECT: PRODUCTION CHANGE OF POWER SUPPLY CIRCUIT BOARD  
APPLICABLE SERIAL NO.: 37,171 and later (GENERAL EXPORT MODEL)  
35,261 and later (USA MODEL)

1. The following parts are changed. See Fig. 1. The former and new parts are noninterchangeable.

CHANGED (Electrical Parts):

| Ref. No. |        | Description                                    | Part No.     |
|----------|--------|------------------------------------------------|--------------|
| Q303     | Former | 2SD28                                          | 8-720-286-70 |
|          | New    | 2SC1014                                        | 1-801-002-13 |
|          | Former | power supply circuit board, without components | 1-539-390-12 |
|          | New    |                                                | 1-539-390-21 |
|          | Former | power supply circuit board, with components    | X-34720-54-1 |
|          | New    |                                                | X-34720-54-2 |

CHANGED (Mechanical Part):

| Description                             | Former    | New       |
|-----------------------------------------|-----------|-----------|
| leg, power supply circuit board holding | 3-472-230 | 3-472-308 |

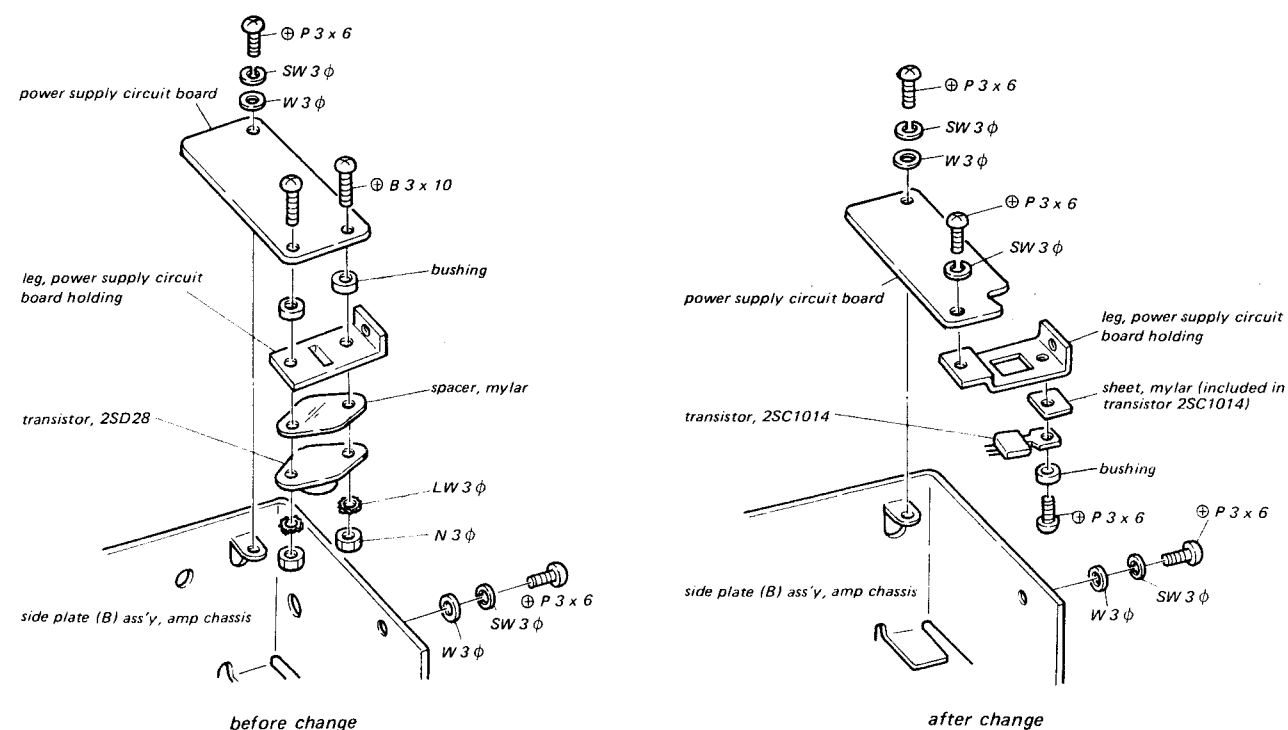


Fig. 1 Transistor change

2. R302 (100Ω) is remounted on the power supply circuit board from the bias oscillator circuit board, to prevent Q304 from damage caused when B+ circuit of the bias oscillator board is short-circuited. See Figs. 2 and 3.

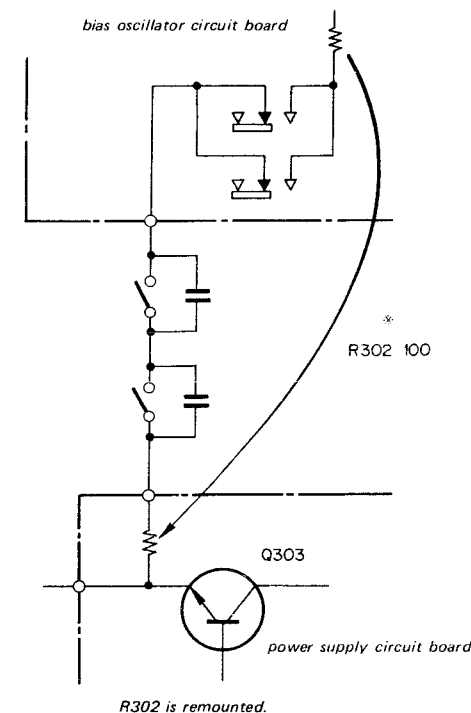
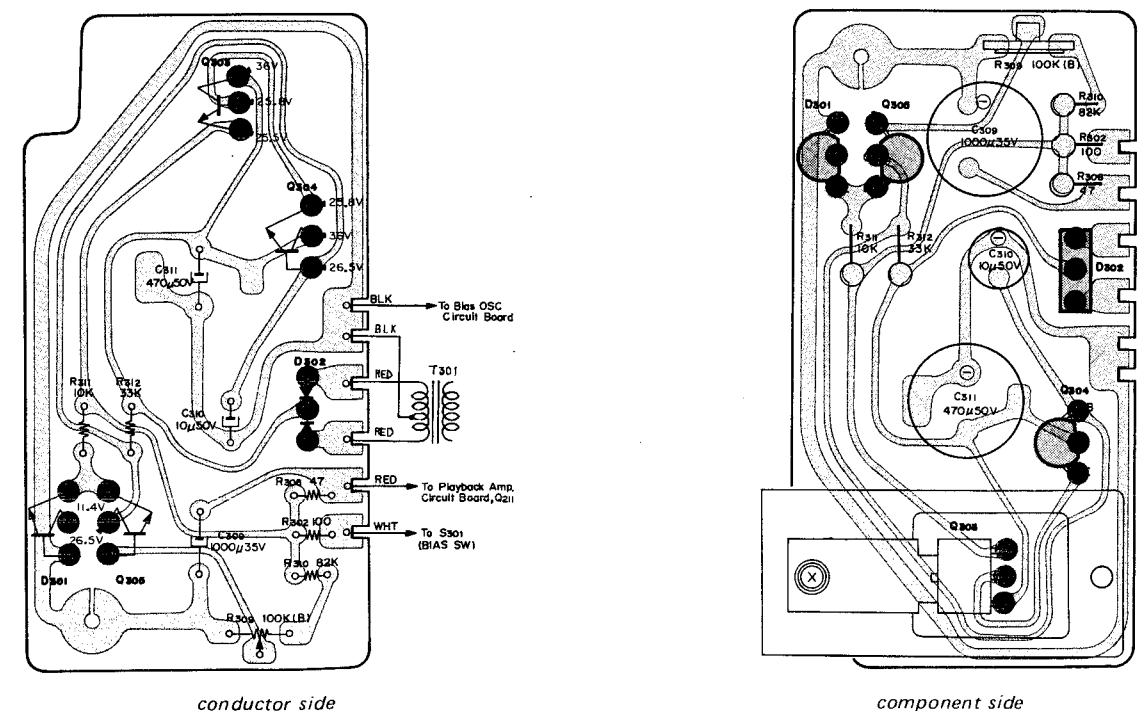
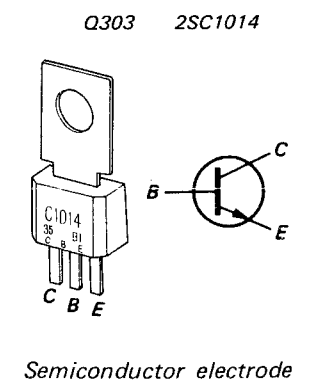


Fig. 2 Schematic diagram



## 2. Take-up Reel Table Brake Adjustment

See Fig. 2-4, referring the step numbers to the same ones in the figure.

- ① **Brake Pressure Angle Adjustment**  
Adjust the screw marked with ● for 3 to 4 mm ( $\frac{1}{8}$  to  $\frac{5}{32}$ " ) distance shown by ㉔ .  
Apply lock paint to the screw.
- ② **Brake Adjustment in the Direction C**  
Bend the lever to obtain a specified braking torque.
- ③ **Brake Adjustment in the Direction D**  
When the reading on the spring scale indicates the greater value than the specified one, bend the lever in the direction shown by the arrow.  
When the reading indicates the less value, cut off one turn of the spring end and hook the spring.
- ④ Make sure that the clearance ㉕ between the take-up reel table and the brake is 0.3 to 0.5 mm ( $\frac{1}{64}$ " ) in the REW mode.

### 2-3. Tape Slack Check

After the brake adjustment, thread a tape on the machine as shown in Fig. 2-5. Make sure that the tape does not slack when changing a mode from the FF to the STOP and also from the STOP to the REC.

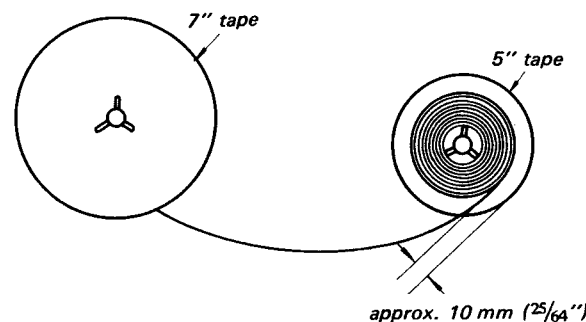


Fig. 2-5 Tape slack check

### 2-4. Instant Stop Adjustment

See Fig. 2-6.

- ① Make sure that the tension regulator adjustment has been made.
- ② Adjust the screw ㉖ so that the distance between the end of the instant stop pull rod and the instant stop stroke adjusting plate is 4 to 6 mm ( $\frac{5}{32}$  to  $\frac{15}{64}$ " ).
- ③ Be sure that the clearance between the pinch roller and the capstan is more than 1 mm ( $\frac{3}{64}$ " ) when pulling the instant stop lever in the FWD mode, and that the instant stop knob is not locked when pulling it in the STOP mode.
- ④ Adjust the screw ㉗ so that the clearance between the tension regulator arm and the instant stop leaf spring is 2 to 3 mm ( $\frac{5}{64}$  to  $\frac{1}{8}$ " ) in the STOP mode.
- ⑤ Apply lock paint to the screws.

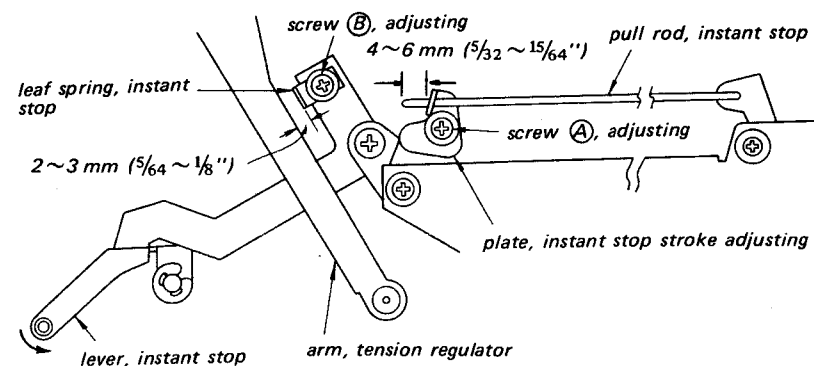
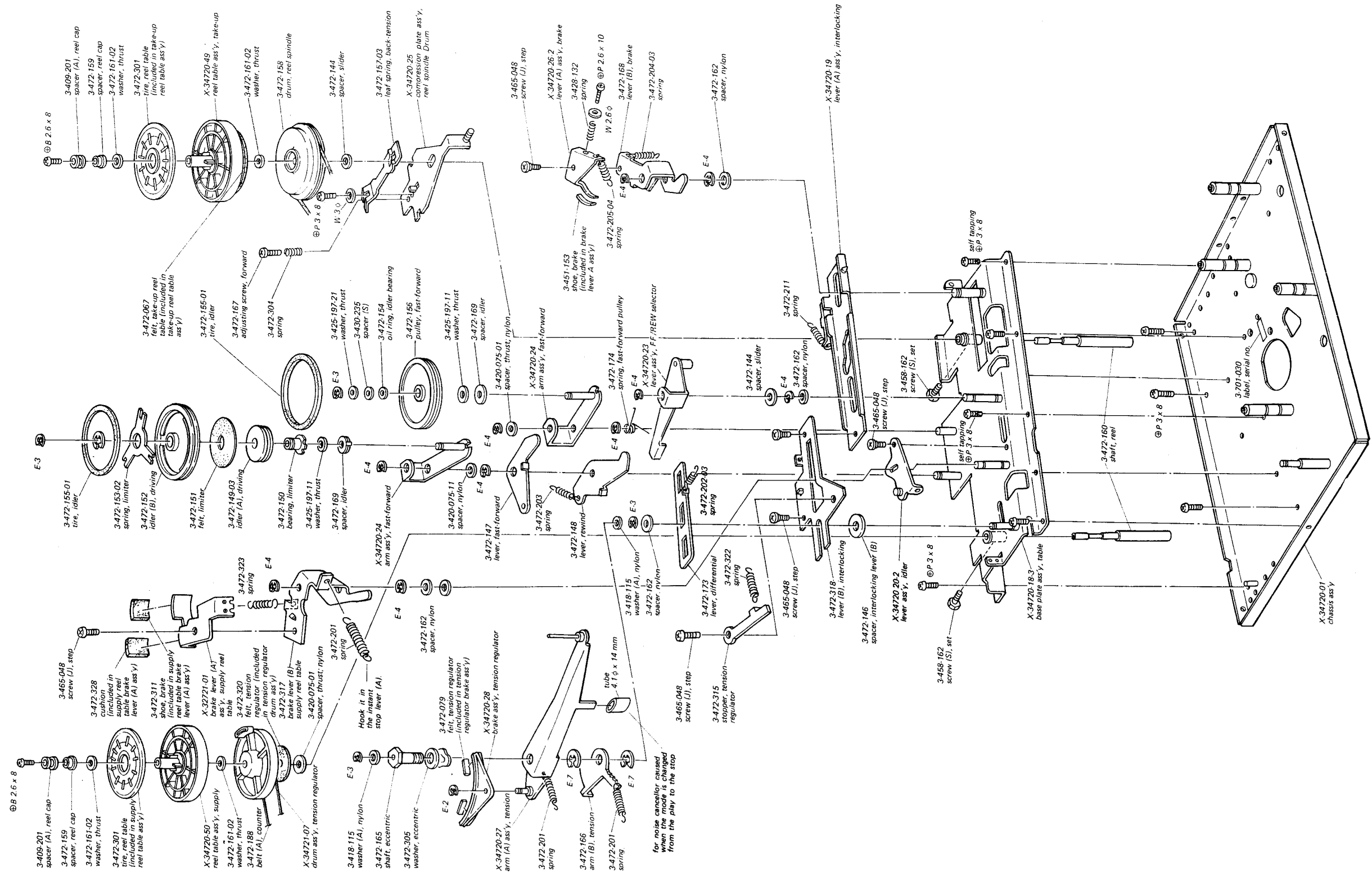


Fig. 2-6 Instant stop adjustment

EXPLODED VIEW — chassis —

Serial No. 13,001 and later (TC-266)  
Serial No. 30,001 and later (TC-366)



SONY CORPORATION